

prematurely at the urgent solicitation of the Provincial Government and without expectation of immediate profits.

But, notwithstanding the liberal policy of the Company as regards branch lines, and independent lines, and rates of transportation, notwithstanding that the tariff rates of the Company have as yet been approved by the Government only from year to year, and are subject to annual revision, and notwithstanding that no complaint of these rates has ever been made to the Railway Committee of the Privy Council, the natural and inevitable consequences of over-speculation have been mistaken by many people in Winnipeg, and some other towns in Manitoba, for the need of railway competition. This idea has been fostered by individuals with selfish ends to serve; by towns seeking advantages over others in trade; by local politicians striving for popularity, and by politicians at large for party ends. The usual means have been employed for creating and keeping up a ferment—the cry of monopoly and extortionate rates; sensational articles in the local press; unfair and false comparisons of rates; inflammatory speeches, and appeals to prejudice. The local political parties have vied with each other in securing to themselves the support of the malcontents, and this has resulted in the undertaking by the Provincial Government to construct a line of railway to the International boundary, where it has agreed to make a connection with a line advancing northward from the Northern Pacific Railway, and which is supposed to be building under the auspices of that Company. The acts of the Local Government, providing for the railway in question, are in direct violation of the British North America Act and beyond the powers of a Province, and are consequently without warrant of law.

In attempting to proceed without legal right, the Province has been checked by a temporary injunction, and it is not to be believed that in the event of a permanent